Rural Highway Safety and Speed Review

Discussion Guide and Feedback Form

November 29, 2013 – January 24, 2014

gov.bc.ca/
safetyandspeedreview

BRITISH COLUMBIA Ministry of Transportation and Infrastructure

ICBC Partnering with the Ministry of Transportation and Infrastructure to ensure safety on B.C.'s rural highways

We Want To Hear From You

The Ministry of Transportation and Infrastructure is conducting the Rural Highway Safety and Speed Review and is seeking input regarding safety on B.C.'s rural highways with respect to speed limits, slower-moving vehicles, wildlife hazards and the use of winter tires.

ICBC, the Insurance Corporation of British Columbia, is partnering with the Ministry of Transportation and Infrastructure to support this Rural Highway Safety and Speed Review and ongoing safety improvements for B.C. road users.

Materials, including this Discussion Guide, are available at Ministry of Transportation and Infrastructure offices, and at gov.bc.ca/safetyandspeedreview

You can learn more and share your feedback from November 29, 2013 to January 24, 2014 by:

- Providing feedback online by visiting the Rural Highway Safety and Speed Review website: **gov.bc.ca/safetyandspeedreview**
- Attending an Open House (see schedule below)
- Participating in Twitter Town Hall online forums (see information on next page)
- Visiting or contacting your nearest regional Ministry of Transportation and Infrastructure office; you can find your nearest office at: th.gov.bc.ca/contacts-regions.htm
- Sending written submissions to: **safetyandspeedreview@gov.bc.ca** or PO Box 3522 Vancouver Main, Vancouver, B.C. V6B 3Y4
- Calling toll-free: **1 855 974-1330**

How Input Will be Used:

Public input, along with information gained through the technical review of provincial highways, will be used to identify and prioritize proposed highway and safety improvements.

Open House Schedule

Area	Date	Time	Location
Kamloops	Tuesday, December 3, 2013	5:00 – 8:00 p.m.	Coast Kamloops Hotel & Conference Centre 1250 Rogers Way
Kelowna	Wednesday, December 4, 2013	5:00 – 8:00 p.m.	Ramada Kelowna Hotel & Conference Centre 2170 Harvey Avenue
Prince George	Tuesday, January 7, 2014	5:00 – 8:00 p.m.	Prince George Ramada 444 George Street
Dawson Creek	Wednesday, January 8, 2014	5:00 – 8:00 p.m.	Best Western Dawson Creek Inn 500 Highway #2
Vancouver	Thursday, January 9, 2014	5:00 – 8:00 p.m.	SFU Segal Centre 500 Granville Street
Cranbrook	Tuesday, January 14, 2014	5:00 – 8:00 p.m.	Prestige Rocky Mountain Resort Cranbrook 209 Van Horne Street South
Nanaimo	Wednesday, January 15, 2014	5:00 – 8:00 p.m.	Coast Bastion Hotel 11 Bastion Street
Chilliwack	Thursday, January 16, 2014	5:00 – 8:00 p.m.	Coast Chilliwack Hotel 45920 First Avenue

Twitter Town Hall

Minister of Transportation and Infrastructure Todd Stone will be holding a Twitter Town Hall at 7:00 p.m. on December 17, 2013, where you are invited to speak to him directly about the Rural Highway Safety and Speed Review.

He has questions for you, and hopefully you'll have questions for him that will make this Safety and Speed Review successful.

Other Twitter Town Halls may be coming in the new year. Visit the Safety and Speed Review website at gov.bc.ca/safetyandspeedreview for details.

Rural Highway Safety and Speed Review

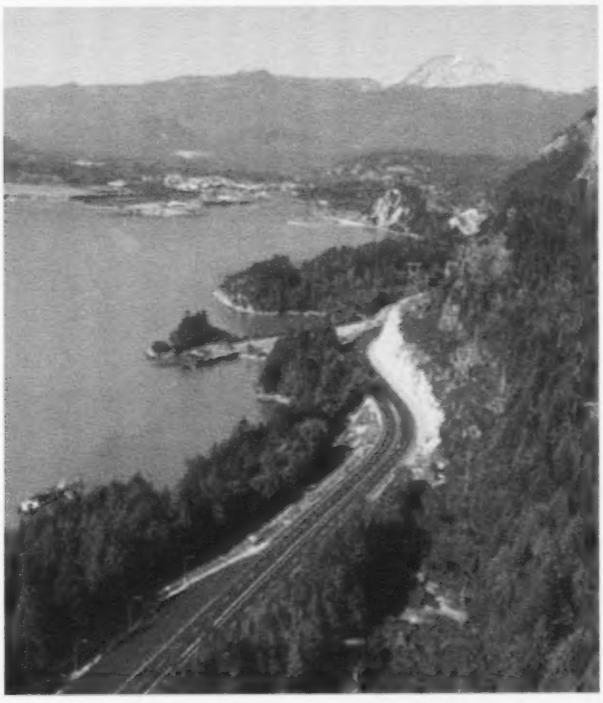
What is the Rural Highway Safety and Speed Review?

The government of British Columbia is reviewing aspects of safety along longer stretches of provincial rural highways between communities, including a review of speed limits.

There are two components of this Review:

1) The government is seeking **public input** on various aspects of highway safety, including speed limits, slower-moving vehicles, wildlife hazards and the use of winter tires. Feedback will be collected from November 29, 2013 to January 24, 2014 through gov.bc.ca/safetyandspeedreview, a series of local Open Houses and other tools, including social media.

2) The Ministry of Transportation and Infrastructure (MoTI) is undertaking **technical work** as part of this Review. This work will include research from other jurisdictions and an evaluation of specific characteristics of highways in B.C., such as travel speed, safety history, and the volume and mix of traffic.



What's Next?

The outcome of this Review will be a summary report and recommendations for speed limit adjustments to longer sections of rural highways between communities, as well as recommendations related to improving vehicle flow, preventing wildlife-related collisions, the use of winter tires, and other potential rural highway safety improvements.

Any changes that result from these recommendations would be subject to ongoing monitoring to track the performance and safety of the highway segments where changes were implemented.

Why is a Review Needed?

The Ministry of Transportation and Infrastructure's last broad, formal review of safety and speed on B.C.'s rural highways was done in 2003. The 2003 report identified some areas where speed limits could be raised, along with some areas where speed limits should be lowered. Since 2003, MoTI has used the principles outlined in the report to adjust speed limits around the province, including some increases on major highways, such as Highway 1.

A link to the 2003 report is available on the Safety and Speed Review website at: gov.bc.ca/safetyandspeedreview

The Review builds on the work done during the 2003 review. Since 2003, $14 billion has been invested in upgrades to most of the major highway corridors in B.C., including Highway 1, and Highway 97 along the Cariboo Connector and through the Okanagan Corridor Valley. The following are just some of the completed safety improvements:

- 180 kilometres of new four- and six-lane sections
- 30 new passing lanes
- 14 new interchanges
- 16 pullouts for slower-moving vehicles
- Over 6,500 kilometres of rumble strips

The overarching priority of this Review is safety on highways – and ensuring that the appropriate speed limits are set.

In addition, the Province is taking this opportunity to review other key aspects of road safety – slower moving vehicles, wildlife hazards and the use of winter tires.

Key Components of Safety and Speed Review

This Review will include both a technical review and the collection and consideration of public input. MoTI engineers are leading the technical review.

This Discussion Guide and Feedback Form presents information and seeks feedback on the following elements:

- **Speed Limits:** *Vehicle safety technology has advanced significantly in the past few years and many B.C. highways have undergone safety improvements. Reviewing speed limits will help ensure that everyone travelling B.C.'s highways can do so as safely and efficiently as possible.*
- **Slower-Moving Vehicles:** *Slower-moving vehicles, such as recreational vehicles, vehicles towing others or slow vehicles in the left-hand (passing) lane, reduce the efficiency of the highway system and can cause driver frustration.*
- **Wildlife Hazards:** *Wildlife on the highway can pose a serious hazard to motorists in many areas of B.C., either when drivers try to avoid animals or if they strike animals.*
- **Winter Tires:** *Winter tires have undergone significant technological advancements in recent years, and it is time to look at the definition of a winter tire and the regulations around their use on provincial highways.*

Rural Highway Roles and Responsibilities

- The **Ministry of Transportation and Infrastructure** is responsible for the provincial highway network which includes numbered routes and public roads outside of municipalities. With a mandate to ensure that the province's infrastructure meets the safety and economic needs of the province, the ministry operates and maintains the highway network. This includes highway rehabilitation and upgrading, along with the administration of highway planning, permitting and commercial vehicle safety enforcement. The designation of speed limits falls within the mandate of the ministry along with other highway legislation such as the requirement for winter tires.
- The **Insurance Corporation of British Columbia (ICBC)** is a provincial Crown corporation in B.C. that provides universal compulsory vehicle insurance, vehicle licensing and registration, and road safety programs. ICBC works with a network of partners across the province to deliver road safety programs that help protect customers from risks on the road by preventing and minimizing the impact of crashes and crime.
- The **Royal Canadian Mounted Police (RCMP)** is the Canadian national police service and an agency of the Ministry of Public Safety Canada. The RCMP is a national, federal, provincial and municipal policing body and is responsible for enforcement of laws and regulations on B.C.'s rural highways. In some cases, municipal police forces also play a role in rural highway enforcement, and where applicable, these police forces will be consulted through this Review.

Speed Limits

This Review is seeking input about whether speed limits on specific rural highway segments should increase, stay the same or decrease. See the Feedback Form starting on page 9 to provide your feedback.

Background: How Speed Limits are Determined on B.C. Highways

Speed limits are set to promote safety and provide a balance between travel time and the risk of a crash. In addition, having speed limits influences driver behaviour, encourages drivers to travel at a similar pace and provides the basis for enforcement. Research shows that when drivers think speed limits are set appropriately for the road, they are more likely to drive the speed limit.

Speeding encompasses not only exceeding the speed limit but also excessive speed (driving 40 kilometres per hour above the speed limits) or inappropriate speed (driving too fast for the conditions but within the limits).

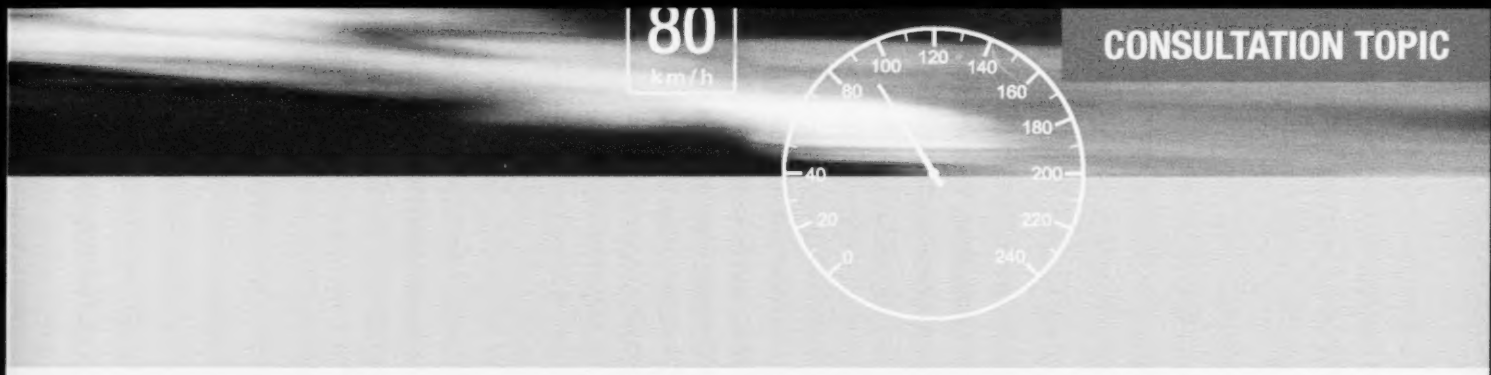
It is important to note that speed differentials are an important factor in road safety. When all vehicles travel a similar speed, the risk of a crash is reduced. As vehicles move at different speeds, the risk of a crash increases. The goal of this Review is to ensure that rural highways have the right speed limit to allow for safe movement and highway efficiency.

Under Section 146(1) of the *Motor Vehicle Act*, the speed limit on a highway within a municipality is 50 kilometres per hour (km/h) and outside of a municipality is 80 km/h, unless otherwise posted. Speed limit signs posted along the highway allow the speed limit to be increased or decreased within the "speed zones" (length of roadway with the same speed limit) under the authority of the Minister.

Speed limits on the provincial highway system are assessed according to the Institute of Transportation Engineers recommendations and an evaluation that includes looking at the following elements on a road segment:

- 85th percentile speed limit (85th percentile is the speed at which 85% of drivers travel at or below, in average free-flow conditions in good weather)
- Safety history related to speed
- Geometric features of the road (how straight or curvy the road is)
- Surrounding land use (how many intersections or driveways are along the segment)

Setting appropriate speed limits increases speed limit compliance, provides greater consistency of speed limits and reduces speed variance, resulting in reduced crashes.



Speed: Safe Driving Behaviour

- Behind other vehicles, allow at least two seconds following distance in good weather and road conditions (three seconds on a highway)
- To help prevent a crash when driving in poor weather, increase the following distance between you and the vehicle in front of you to at least four seconds
- Slow down on uneven, wet, icy or snowy roads
- Don't speed up as someone is trying to pass you – it's illegal
- Be realistic about your travel time. If you're running late, accept the delay. Better late than never.

CONSULTATION TOPIC

Slower-Moving Vehicles

This Review is seeking input about the frequency that slower-moving vehicles are a safety concern on specific rural highway segments. See the Feedback Form starting on page 9 to provide your feedback.

Just as vehicles travelling too fast can cause safety issues on highways, so too can vehicles travelling below the posted speed limit either in the left-hand/passing lane or, in general, on two-lane highways. Slower-moving vehicles can reduce efficiency of a highway and increase driver frustration, which sometimes results in erratic, unsafe behaviour.

There are various ways of ensuring the safety of all road users around slower vehicles while improving the efficiency of the highway. These include: signage directing slower vehicles to keep right on highways with two or more lanes, passing lanes at certain points on two-lane highways (and signage in advance of passing lanes) and pullouts where feasible.

Encouraging Safer Driving around Slower-Moving Vehicles

As part of recent highway upgrades, there have been 30 new passing lanes built, and 16 pullouts for slower-moving vehicles have been constructed, allowing drivers to safely pass slower-moving vehicles. In addition, there are over 180 kilometres of new four- and six-lane sections of highway. These improvements are a major part of the province's $14 billion investment in highway upgrades since 2001.

Slower-Moving Vehicles: Safe Driving Behaviour

- Follow slower vehicles at a safe distance until you are able to safely pass
- Ensure that you stay right except to pass: don't use the passing lane as a travel lane
- If you are driving a slower-moving vehicle, such as an RV or a trailer, be aware of what's happening around you and stay in the right lane or use pullouts when available

Wildlife Hazards

This Review is seeking input about the frequency that wildlife are a safety concern on specific rural highway segments. See the Feedback Form starting on page 9 to provide your feedback.

Vehicle collisions with wildlife on rural highways in B.C. represent a serious potential hazard to motorists. The Ministry of Transportation and Infrastructure receives reports of approximately 5,500 wildlife collisions each year. Large animals, such as bear, deer, elk and moose, pose the greatest danger, due to their size. Each year throughout the province, there are five fatalities and over 400 people are injured in wildlife-related motor vehicle collisions. Of these, three fatalities and approximately 300 injuries per year occur on rural highways. As wildlife collisions are reduced, not only are motorists saved, but so is B.C.'s wildlife.

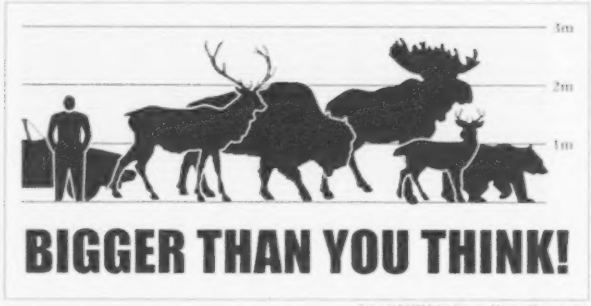
There are various ways to reduce collisions between motorists and wildlife, and there are a number of these mitigation measures in place on B.C. highways, including fencing, roadside mowing and clearing, advisory signage, speed reductions, and wildlife overpasses and underpasses.

Encouraging Safer Driving around Wildlife

Rural highways in B.C. have over 500 kilometres of wildlife fencing, which is used as a barrier on isolated sections of highways. MoTI is also looking at whether new technologies and improvements to current wildlife mitigation can assist in reducing collisions. Through the technical component of this Review, Ministry engineers will be looking at these new technologies and at techniques used in other jurisdictions to determine if they are suitable for B.C. highways.

Wildlife on Highways: Safe Driving Behaviour

- Take note of wildlife advisory signs and follow reduced speed limits when posted
- Leave enough space between you and the car in front – they might have to brake quickly for wildlife
- Remember, the faster you go, the longer it takes to stop
- If a collision seems unavoidable, steer to the right



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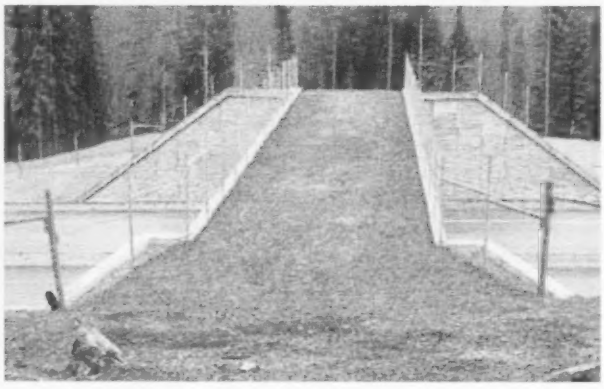


CONSULTATION TOPIC

Winter Tires

This Review is seeking input about the regulations governing the use of winter tires on provincial highways. See the Feedback Form starting on page 9 to provide your feedback.

Winter tires are not currently mandatory province-wide in B.C. and, as more than 60% of drivers in B.C. travel where snow conditions are not common, province-wide mandatory winter tires are not being considered.

There are 80 sections of highway around the province where winter tires **are** mandatory between **Oct 1 and April 30**. These are routes that regularly experience severe winter conditions and they are designated with signs that require drivers to use winter tires or carry chains. A map of these routes can be found at: th.gov.bc.ca/SeasonalDriving/winter_chains.html

What is a Winter Tire?

The RCMP and MoTI agree that, for winter driving conditions, a tire with a mountain/snowflake symbol is the best choice. However, the legislation, as it is currently written, accommodates the use of tires with a mountain/snowflake symbol as well as tires with an M+S symbol, meaning traction in mud and snow, where winter tires are mandatory.

As part of the technical work that is underway as part of this Review, MoTI, along with the RCMP and the Ministry of Justice, will be reviewing the existing definition of winter tires.

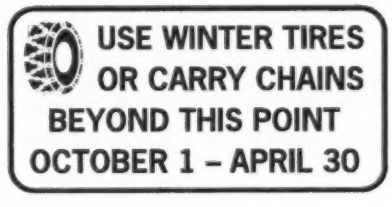
At this time, the RCMP will continue, as they have done in the past, to allow tires with either designation on highways where winter tires are required, as long as tires are in good conditions and meet the minimum tread depth.

The most important part about winter tires is ensuring that they are in good condition, with a minimum tread depth of 3.5 millimetres.

Should drivers not wish to utilize winter tires on these designated routes, they have the option to carry chains to provide traction, should they be required. While these are acceptable, winter tires are the best tool to ensure safety.

Winter Driving: Safe Driving Behaviour

- Adjust driving behaviour for winter road conditions
- Slow down
- Increase your following distance
- Give yourself lots of time to get where you're going
- Check your route before you go – drivers can check webcams to find out the weather and road conditions at drivebc.ca



M+S

Providing Your Feedback

Your input about speed limits, slow-moving vehicles and wildlife hazards is being sought on specific highway segments in seven regions of the province:

- **Vancouver Island**
- **Lower Mainland**
- **Southern Interior**
- **Okanagan**
- **Trans Canada/Coquihalla**
- **Northern**
- **Central**

The following section of this Discussion Guide is divided into those regions (Tabs 1–7) and contains information and feedback questions about highway segments in that region. Please answer questions for all highway segments that you drive on in B.C. Additional comments or feedback on other sections of highway can be included in the Comments Section for each question.

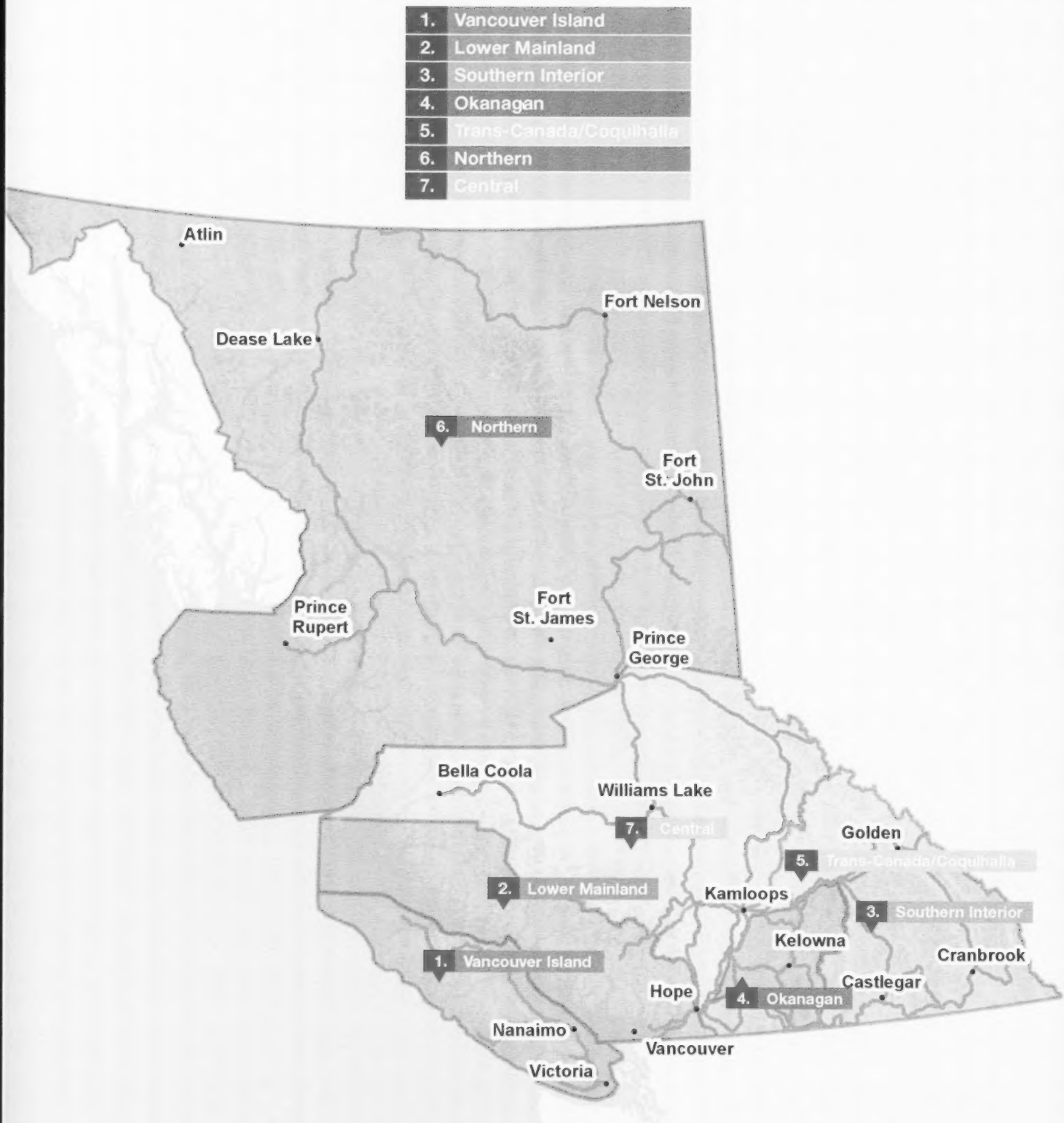
Once you have completed questions 1–3 for all the highway segments you wish to provide feedback on, please go to **Tab 8 – Complete your Feedback Form** on page 40 to answer questions about winter tires and fill out your personal information (optional).

Thanks For Your Feedback

Public input, along with information gained through the technical review of provincial highways, will be used to identify and prioritize proposed highway and safety improvements.

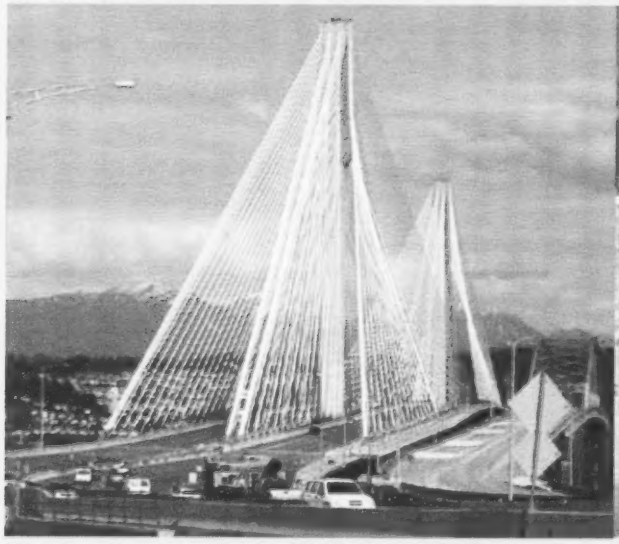
Feedback must be submitted by January 24, 2014.

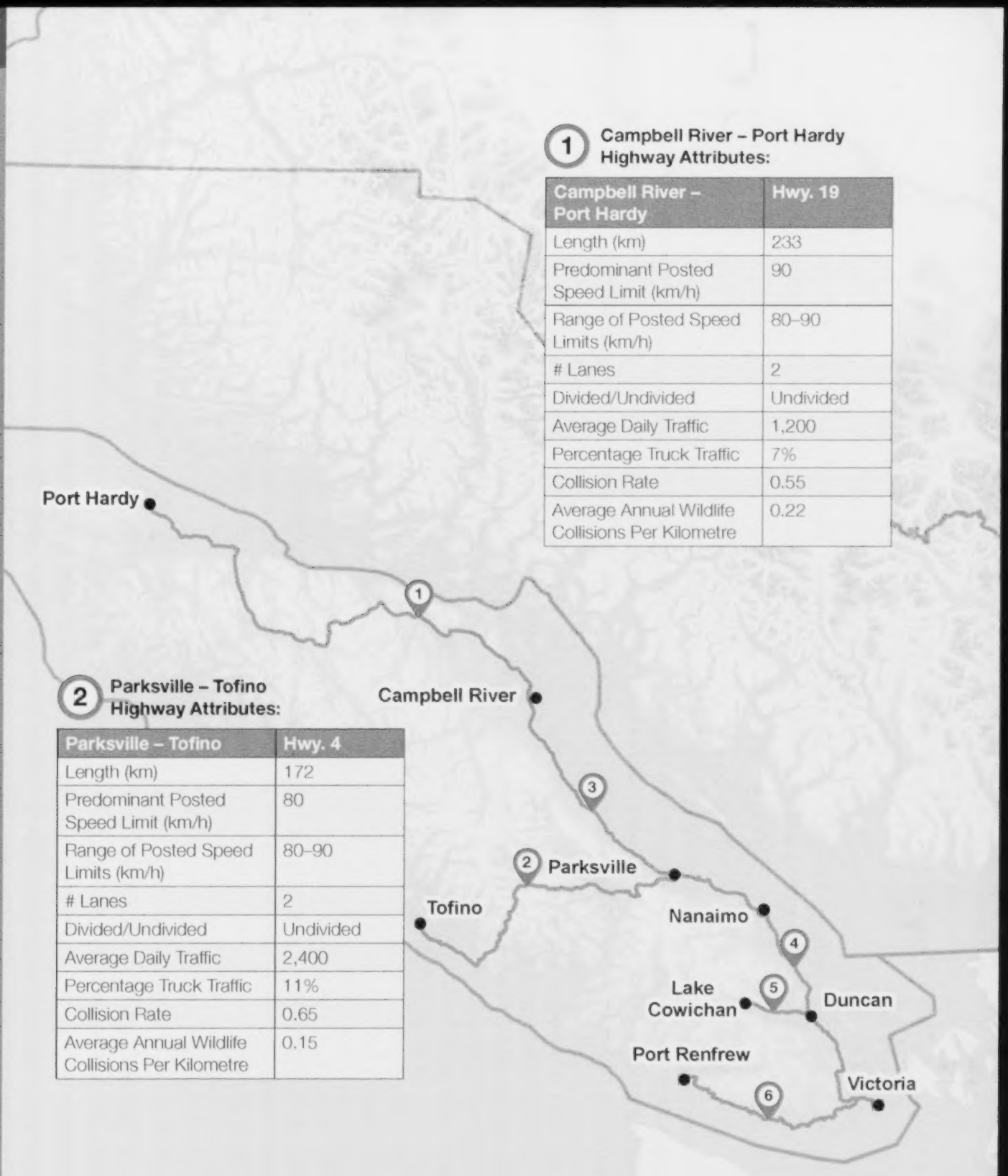
Seven Regions of British Columbia



Explanation of data provided for each highway segment:

Victoria – Nanaimo	Hwy. 1	What does it mean?
Length (km)	109	Total distance for a section of highway
Predominant Posted Speed Limit (km/h)	90	The most common posted speed limit on a section of highway
Range of Posted Speed Limits (km/h)	70–90	The range of posted speed limits throughout a section of highway
# Lanes	2 and 4	Total number of lanes in both directions
Divided/Undivided	Divided and undivided	Whether a physical barrier separates oncoming traffic
Average Daily Traffic (ADT)	22,000	The average amount of traffic that travels on a section of highway in both directions on a given day. The ADT is taken at site-specific locations within each highway segment. Traffic volumes will be higher near municipalities, and less in more remote areas.
Percentage Truck Traffic	4%	Percentage of traffic that is trucks (longer than 12.5 metres)
Collision Rate	0.56	The number of collisions per million vehicle kilometres travelled on the section of highway
Average Annual Wildlife Collisions Per Kilometre	1.09	The annual number of wildlife killed per kilometre





1 Campbell River – Port Hardy Highway Attributes:

Campbell River – Port Hardy	Hwy. 19
Length (km)	233
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	80–90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,200
Percentage Truck Traffic	7%
Collision Rate	0.55
Average Annual Wildlife Collisions Per Kilometre	0.22

2 Parksville – Tofino Highway Attributes:

Parksville – Tofino	Hwy. 4
Length (km)	172
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	80–90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	2,400
Percentage Truck Traffic	11%
Collision Rate	0.65
Average Annual Wildlife Collisions Per Kilometre	0.15

3 Nanaimo – Campbell River Highway Attributes:

Nanaimo – Campbell River	Hwy. 19
Length (km)	151
Predominant Posted Speed Limit (km/h)	110
Range of Posted Speed Limits (km/h)	90–110
# Lanes	4
Divided/Undivided	Divided
Average Daily Traffic	9,400
Percentage Truck Traffic	8%
Collision Rate	0.56
Average Annual Wildlife Collisions Per Kilometre	1.22

4 Victoria – Nanaimo Highway Attributes:

Victoria – Nanaimo	Hwy. 1
Length (km)	109
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	70–90
# Lanes	4
Divided/Undivided	Divided and undivided
Average Daily Traffic	22,000
Percentage Truck Traffic	4%
Collision Rate	0.64
Average Annual Wildlife Collisions Per Kilometre	1.09

5 Duncan – Lake Cowichan Highway Attributes:

Duncan – Lake Cowichan	Hwy. 18
Length (km)	28
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	90–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	3,300
Percentage Truck Traffic	25%
Collision Rate	0.68
Average Annual Wildlife Collisions Per Kilometre	0.41

6 Victoria – Port Renfrew Highway Attributes:

Victoria – Port Renfrew	Hwy. 14
Length (km)	109
Predominant Posted Speed Limit (km/h)	70
Range of Posted Speed Limits (km/h)	60–80
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	13,300
Percentage Truck Traffic	1%
Collision Rate	0.71
Average Annual Wildlife Collisions Per Kilometre	0.42

1. For each of the following highway segments, please indicate whether you think the speed limit should decrease, stay the same or increase.

Hwy. #	Vancouver Island	Decrease	No Change	Increase
1	Victoria – Nanaimo	❑	❑	❑
4	Parksville – Tofino	❑	❑	❑
14	Victoria – Port Renfrew	❑	❑	❑
18	Duncan – Lake Cowichan	❑	❑	❑
19	Nanaimo – Campbell River	❑	❑	❑
19	Campbell River – Port Hardy	❑	❑	❑

Comments

2. For each of the following highway segments, please indicate how frequently you find wildlife to be a safety concern.

Hwy. #	Vancouver Island	Never	Rarely	Occasionally	Frequently	Very Frequently
1	Victoria – Nanaimo	❑	❑	❑	❑	❑
4	Parksville – Tofino	❑	❑	❑	❑	❑
14	Victoria – Port Renfrew	❑	❑	❑	❑	❑
18	Duncan – Lake Cowichan	❑	❑	❑	❑	❑
19	Nanaimo – Campbell River	❑	❑	❑	❑	❑
19	Campbell River – Port Hardy	❑	❑	❑	❑	❑

Comments

3. For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Hwy. #	Vancouver Island	Never	Rarely	Occasionally	Frequently	Very Frequently
1	Victoria – Nanaimo	❑	❑	❑	❑	❑
4	Parksville – Tofino	❑	❑	❑	❑	❑
14	Victoria – Port Renfrew	❑	❑	❑	❑	❑
18	Duncan – Lake Cowichan	❑	❑	❑	❑	❑
19	Nanaimo – Campbell River	❑	❑	❑	❑	❑
19	Campbell River – Port Hardy	❑	❑	❑	❑	❑

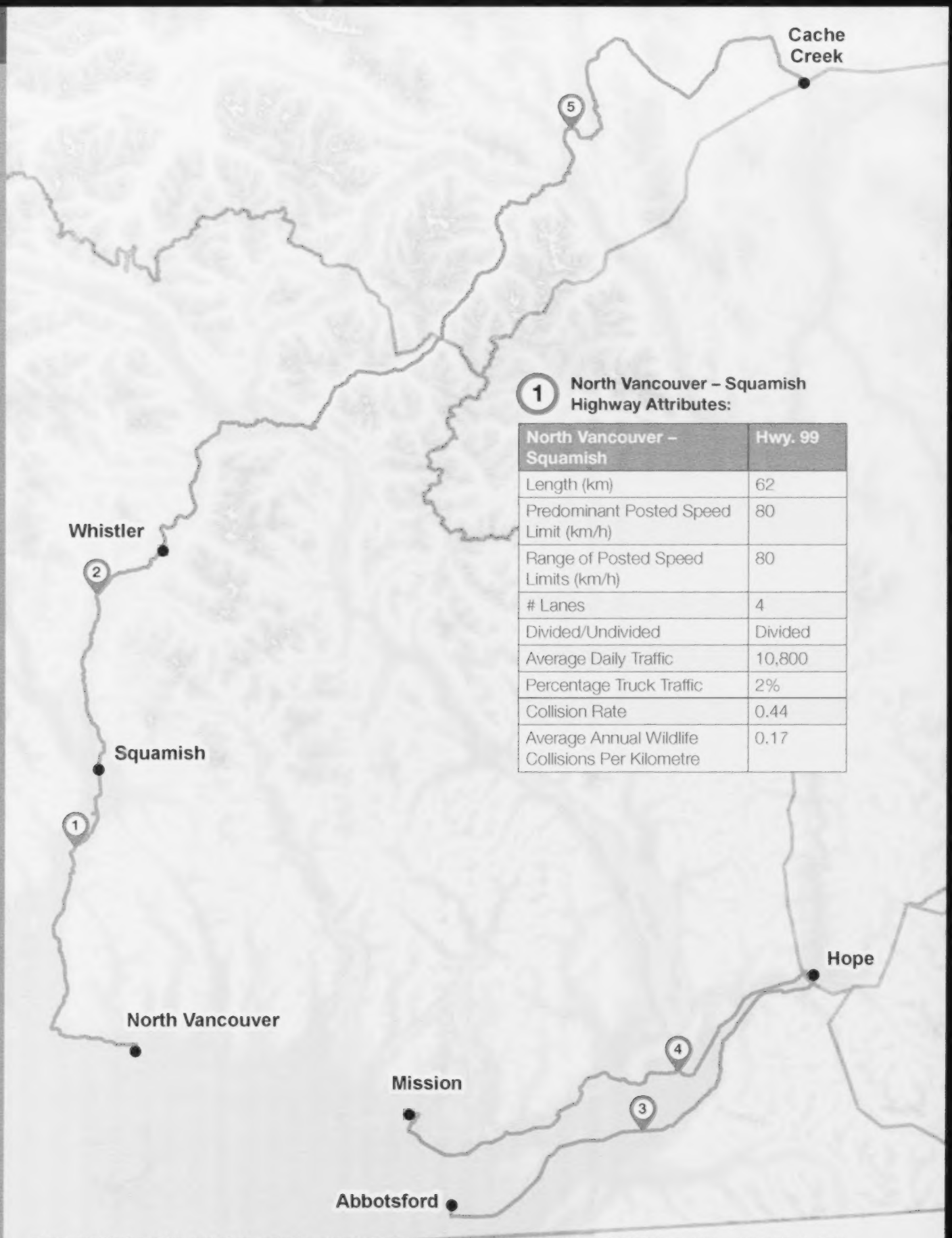
Comments

Thanks for providing feedback on Vancouver Island highway segments.

If you would like to provide feedback on any of the following areas, please go to the pages indicated:

- **TAB 2: Lower Mainland (page 16)**
- **TAB 3: Southern Interior (page 20)**
- **TAB 4: Okanagan (page 24)**
- **TAB 5: Trans-Canada/Coquihalla (page 28)**
- **TAB 6: Northern (page 32)**
- **TAB 7: Central (page 36)**

Otherwise, go to Tab 8 (page 40) to complete your Feedback Form.



1 North Vancouver – Squamish Highway Attributes:

North Vancouver – Squamish	Hwy. 99
Length (km)	62
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	80
# Lanes	4
Divided/Undivided	Divided
Average Daily Traffic	10,800
Percentage Truck Traffic	2%
Collision Rate	0.44
Average Annual Wildlife Collisions Per Kilometre	0.17

2 Squamish – Whistler Highway Attributes:

Squamish – Whistler	Hwy. 99
Length (km)	58
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	80–90
# Lanes	4
Divided/Undivided	Divided and undivided
Average Daily Traffic	9,200
Percentage Truck Traffic	2%
Collision Rate	0.43
Average Annual Wildlife Collisions Per Kilometre	0.37

3 Abbotsford – Hope Highway Attributes:

Abbotsford – Hope	Hwy. 1
Length (km)	78
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	4
Divided/Undivided	Divided
Average Daily Traffic	17,000
Percentage Truck Traffic	18%
Collision Rate	0.46
Average Annual Wildlife Collisions Per Kilometre	0.08

4 Mission – Hope Highway Attributes:

Mission – Hope	Hwy. 7
Length (km)	82
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	80–100
# Lanes	2
Divided/Undivided	undivided
Average Daily Traffic	4,900
Percentage Truck Traffic	9%
Collision Rate	0.68
Average Annual Wildlife Collisions Per Kilometre	0.04

5 Whistler – Cache Creek Highway Attributes:

Whistler – Cache Creek	Hwy 99
Length (km)	216
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	60-100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,500
Percentage Truck Traffic	1%
Collision Rate	0.89
Average Annual Wildlife Collisions Per Kilometre	0.07

1. For each of the following highway segments, please indicate whether you think the speed limit should decrease, stay the same or increase.

Hwy. #	Lower Mainland	Decrease	No Change	Increase
1	Abbotsford – Hope	❑	❑	❑
7	Mission – Hope	❑	❑	❑
99	North Vancouver – Squamish	❑	❑	❑
99	Squamish – Whistler	❑	❑	❑
99	Whistler – Cache Creek	❑	❑	❑

Comments

2. For each of the following highway segments, please indicate how frequently you find wildlife to be a safety concern.

Hwy. #	Lower Mainland	Never	Rarely	Occasionally	Frequently	Very Frequently
1	Abbotsford – Hope	❑	❑	❑	❑	❑
7	Mission – Hope	❑	❑	❑	❑	❑
99	North Vancouver – Squamish	❑	❑	❑	❑	❑
99	Squamish – Whistler	❑	❑	❑	❑	❑
99	Whistler – Cache Creek	❑	❑	❑	❑	❑

Comments

3. For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Hwy. #	Lower Mainland	Never	Rarely	Occasionally	Frequently	Very Frequently
1	Abbotsford – Hope	❑	❑	❑	❑	❑
7	Mission – Hope	❑	❑	❑	❑	❑
99	North Vancouver – Squamish	❑	❑	❑	❑	❑
99	Squamish – Whistler	❑	❑	❑	❑	❑
99	Whistler – Cache Creek	❑	❑	❑	❑	❑

Comments

Thanks for providing feedback on Lower Mainland highway segments.

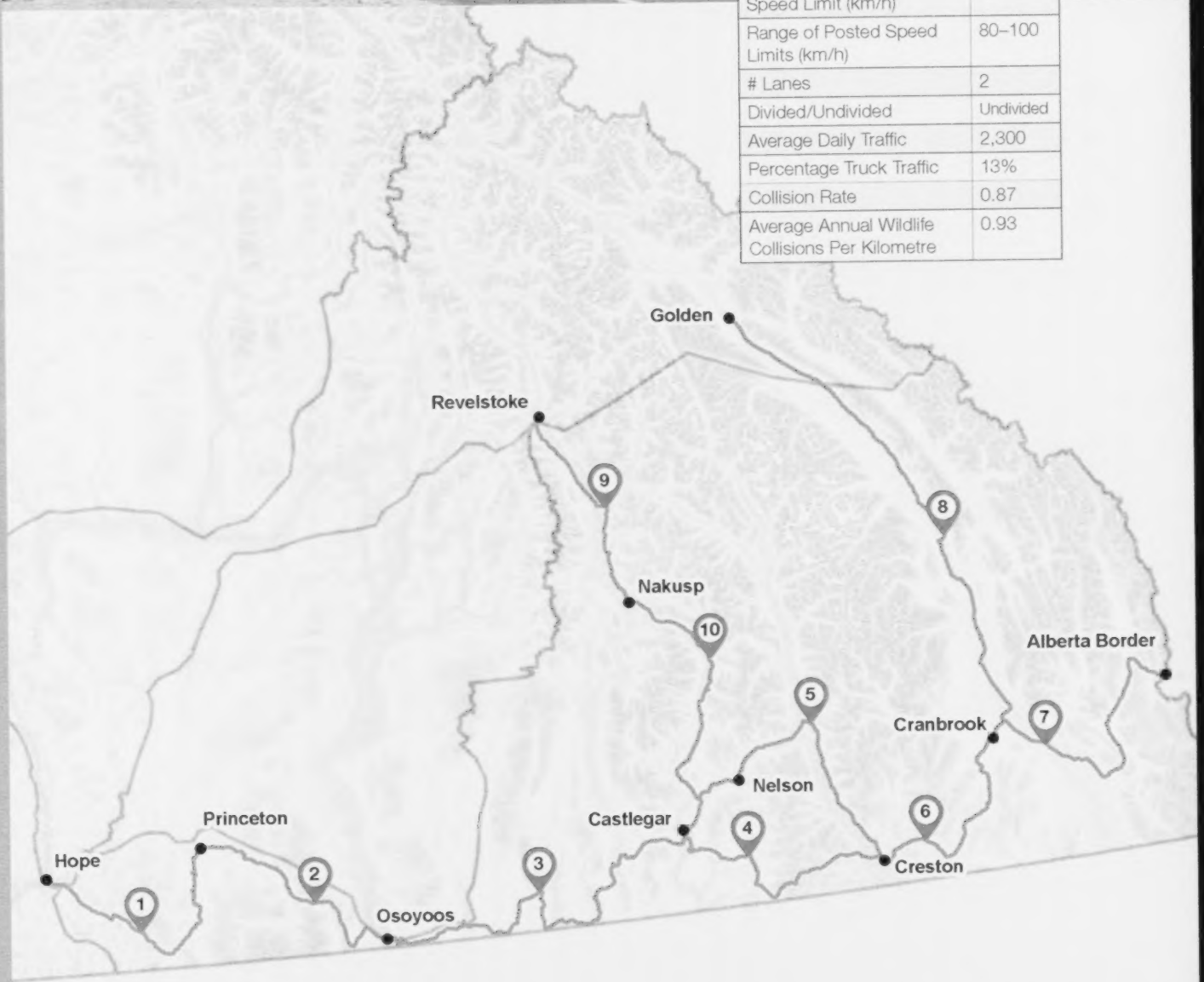
If you would like to provide feedback on any of the following areas, please go to the pages indicated:

- **TAB 1: Vancouver Island (page 12)**
- **TAB 3: Southern Interior (page 20)**
- **TAB 4: Okanagan (page 24)**
- **TAB 5: Trans-Canada/Coquihalla (page 28)**
- **TAB 6: Northern (page 32)**
- **TAB 7: Central (page 36)**

Otherwise, go to Tab 8 (page 40) to complete your Feedback Form.

1 Hope – Princeton Highway Attributes:

Hope – Princeton	Hwy. 3
Length (km)	133
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	80–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	2,300
Percentage Truck Traffic	13%
Collision Rate	0.87
Average Annual Wildlife Collisions Per Kilometre	0.93



2 Princeton – Osoyoos Highway Attributes:

Princeton – Osoyoos	Hwy. 3
Length (km)	113
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	80–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	3,300
Percentage Truck Traffic	10%
Collision Rate	0.56
Average Annual Wildlife Collisions Per Kilometre	0.64

3 Osoyoos – Castlegar Highway Attributes:

Osoyoos – Castlegar	Hwy. 3
Length (km)	220
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	80–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	2,000
Percentage Truck Traffic	14%
Collision Rate	0.49
Average Annual Wildlife Collisions Per Kilometre	1.12

4 Castlegar – Creston Hwy 3 Highway Attributes:

Castlegar – Creston	Hwy. 3
Length (km)	119
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,400
Percentage Truck Traffic	14%
Collision Rate	0.60
Average Annual Wildlife Collisions Per Kilometre	0.40

5 Castlegar – Creston Hwy 3A (includes Kootenay Lake Ferry)

Castlegar – Creston	Hwy. 3A
Length (km)	155
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	60–90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	2,800
Percentage Truck Traffic	20%
Collision Rate	0.64
Average Annual Wildlife Collisions Per Kilometre	0.49

6 Creston – Cranbrook Highway Attributes:

Creston – Cranbrook	Hwy. 3
Length (km)	112
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	80–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	3,000
Percentage Truck Traffic	19%
Collision Rate	0.67
Average Annual Wildlife Collisions Per Kilometre	1.68

7 Cranbrook – Alberta Border Highway Attributes:

Cranbrook – Alberta Border	Hwy. 3
Length (km)	146
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	4,500
Percentage Truck Traffic	16%
Collision Rate	0.47
Average Annual Wildlife Collisions Per Kilometre	1.86

8 Cranbrook – Golden Highway Attributes:

Cranbrook – Golden	Hwy. 95/ Hwy. 93
Length (km)	245
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	5,500
Percentage Truck Traffic	10%
Collision Rate	0.20
Average Annual Wildlife Collisions Per Kilometre	1.80

9 Nakusp – Revelstoke Highway Attributes:

Nakusp – Revelstoke	Hwy. 23
Length (km)	101
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	80
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	500
Percentage Truck Traffic	8%
Collision Rate	0.42
Average Annual Wildlife Collisions Per Kilometre	0.10

10 Nelson – Nakusp Highway Attributes:

Nelson – Nakusp	Hwy. 6
Length (km)	149
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	80–90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	6,900
Percentage Truck Traffic	8%
Collision Rate	0.49
Average Annual Wildlife Collisions Per Kilometre	0.59

1. For each of the following highway segments, please indicate whether you think the speed limit should decrease, stay the same or increase.

Hwy. #	Southern Interior	Decrease	No Change	Increase
3	Hope – Princeton	❑	❑	❑
3	Princeton – Osoyoos	❑	❑	❑
3	Osoyoos – Castlegar	❑	❑	❑
3	Castlegar – Creston	❑	❑	❑
3A	Castlegar – Creston (Includes Kootenay Lake Ferry)	❑	❑	❑
3	Creston – Cranbrook	❑	❑	❑
3	Cranbrook – Alberta Border	❑	❑	❑
6	Nelson – Nakusp	❑	❑	❑
23	Nakusp – Revelstoke	❑	❑	❑
95/93	Cranbrook – Golden	❑	❑	❑

Comments

2. For each of the following highway segments, please indicate how frequently you find wildlife to be a safety concern.

Hwy. #	Southern Interior	Never	Rarely	Occasionally	Frequently	Very Frequently
3	Hope – Princeton	❑	❑	❑	❑	❑
3	Princeton – Osoyoos	❑	❑	❑	❑	❑
3	Osoyoos – Castlegar	❑	❑	❑	❑	❑
3	Castlegar – Creston	❑	❑	❑	❑	❑
3A	Castlegar – Creston (Includes Kootenay Lake Ferry)	❑	❑	❑	❑	❑
3	Creston – Cranbrook	❑	❑	❑	❑	❑
3	Cranbrook – Alberta Border	❑	❑	❑	❑	❑
6	Nelson – Nakusp	❑	❑	❑	❑	❑
23	Nakusp – Revelstoke	❑	❑	❑	❑	❑
95/93	Cranbrook – Golden	❑	❑	❑	❑	❑

Comments

3. For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Hwy. #	Southern Interior	Never	Rarely	Occasionally	Frequently	Very Frequently
3	Hope – Princeton	❑	❑	❑	❑	❑
3	Princeton – Osoyoos	❑	❑	❑	❑	❑
3	Osoyoos – Castlegar	❑	❑	❑	❑	❑
3	Castlegar – Creston	❑	❑	❑	❑	❑
3A	Castlegar – Creston (Includes Kootenay Lake Ferry)	❑	❑	❑	❑	❑
3	Creston – Cranbrook	❑	❑	❑	❑	❑
3	Cranbrook – Alberta Border	❑	❑	❑	❑	❑
6	Nelson – Nakusp	❑	❑	❑	❑	❑
23	Nakusp – Revelstoke	❑	❑	❑	❑	❑
95/93	Cranbrook – Golden	❑	❑	❑	❑	❑

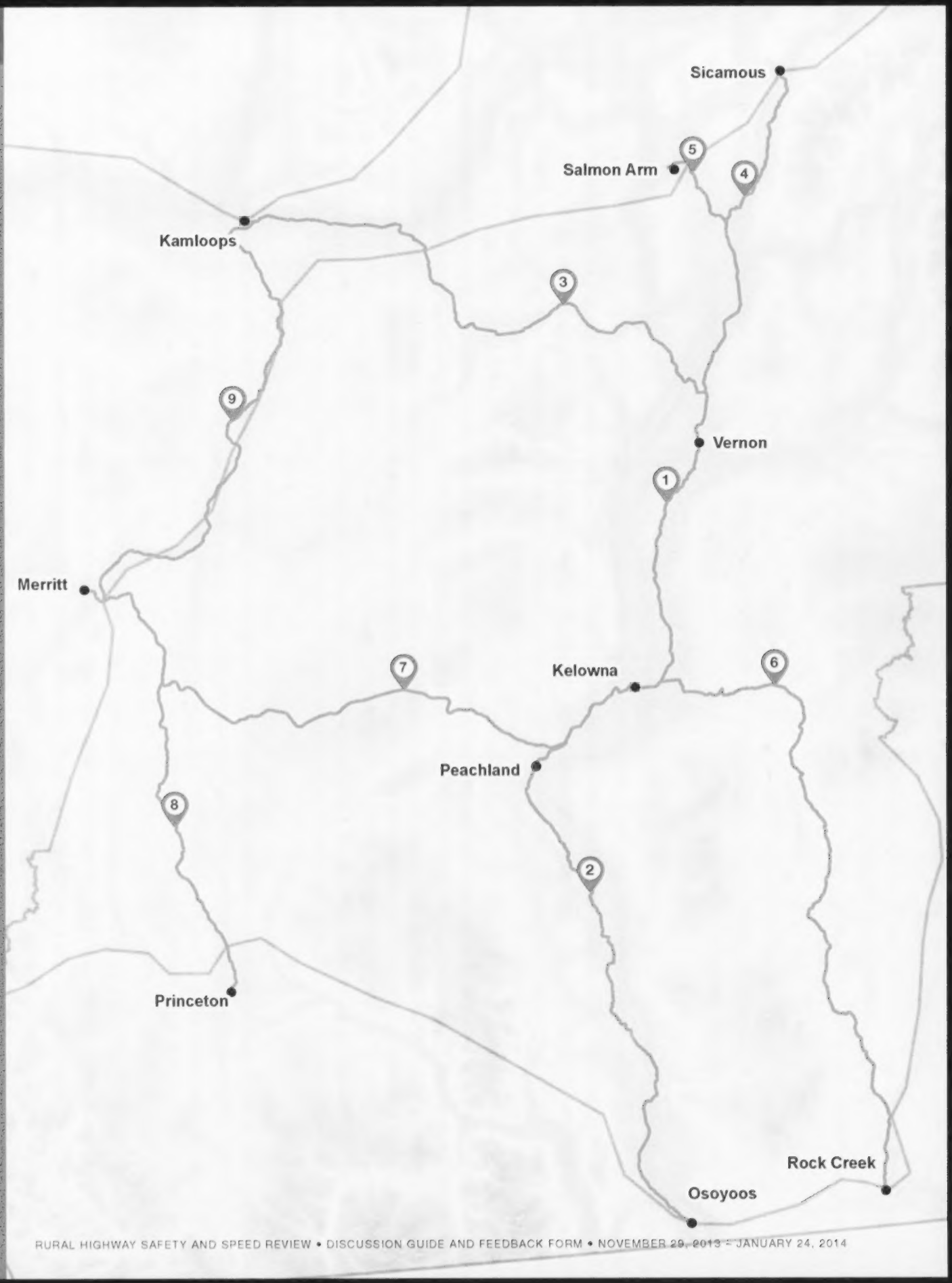
Comments

Thanks for providing feedback on Southern Interior highway segments.

If you would like to provide feedback on any of the following areas, please go to the pages indicated:

- **TAB 1: Vancouver Island (page 12)**
- **TAB 2: Lower Mainland (page 16)**
- **TAB 4: Okanagan (page 24)**
- **TAB 5: Trans-Canada/Coquihalla (page 28)**
- **TAB 6: Northern (page 32)**
- **TAB 7: Central (page 36)**

Otherwise, go to Tab 8 (page 40) to complete your Feedback Form.


Sicamous
Salmon Arm
5
4
Kamloops
3
9
Vernon
1
Merritt
7
Kelowna
6
Peachland
8
2
Princeton
Rock Creek
Osoyoos

1 Kelowna – Vernon Highway Attributes:

Kelowna – Vernon	Hwy. 97
Length (km)	47
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	70–90
# Lanes	4
Divided/Undivided	Undivided
Average Daily Traffic	16,600
Percentage Truck Traffic	5%
Collision Rate	0.31
Average Annual Wildlife Collisions Per Kilometre	0.50

2 Kelowna – Osoyoos Highway Attributes:

Kelowna – Osoyoos	Hwy. 97
Length (km)	128
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	70–90
# Lanes	4/2
Divided/Undivided	Undivided
Average Daily Traffic	6,300
Percentage Truck Traffic	5%
Collision Rate	0.39
Average Annual Wildlife Collisions Per Kilometre	0.99

3 Vernon – Kamloops Highway Attributes:

Vernon – Kamloops	Hwy. 97
Length (km)	117
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	70–90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	3,800
Percentage Truck Traffic	17%
Collision Rate	0.49
Average Annual Wildlife Collisions Per Kilometre	0.22

4 Vernon – Sicamous Highway Attributes:

Vernon – Sicamous	Hwy. 97A
Length (km)	75
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	80–100
# Lanes	4/2
Divided/Undivided	Undivided
Average Daily Traffic	10,500
Percentage Truck Traffic	5%
Collision Rate	0.48
Average Annual Wildlife Collisions Per Kilometre	0.25

5 Enderby – Salmon Arm Highway Attributes:

Enderby – Salmon Arm	Hwy. 97B
Length (km)	25
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	6,800
Percentage Truck Traffic	3%
Collision Rate	0.57
Average Annual Wildlife Collisions Per Kilometre	0.08

6 Kelowna – Rock Creek Highway Attributes:

Kelowna – Rock Creek	Hwy. 33
Length (km)	128
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,600
Percentage Truck Traffic	3%
Collision Rate	0.33
Average Annual Wildlife Collisions Per Kilometre	1.29

7 Peachland – Merritt Highway Attributes:

Peachland – Merritt	Hwy. 97C
Length (km)	113
Predominant Posted Speed Limit (km/h)	110
Range of Posted Speed Limits (km/h)	100–110
# Lanes	4
Divided/Undivided	Divided
Average Daily Traffic	4,800
Percentage Truck Traffic	9%
Collision Rate	0.31
Average Annual Wildlife Collisions Per Kilometre	0.11

8 Princeton – Merritt Highway Attributes:

Princeton – Merritt	Hwy. 5A
Length (km)	86
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	70-100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,500
Percentage Truck Traffic	n/a
Collision Rate	0.54
Average Annual Wildlife Collisions Per Kilometre	0.26

9 Merritt – Kamloops Highway Attributes:

Merritt – Kamloops	Hwy. 5A
Length (km)	88
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	60-90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,000
Percentage Truck Traffic	35%
Collision Rate	0.44
Average Annual Wildlife Collisions Per Kilometre	0.16

1. For each of the following highway segments, please indicate whether you think the speed limit should decrease, stay the same or increase.

Hwy. #	Okanagan	Decrease	No Change	Increase
5A	Princeton – Merritt	❑	❑	❑
5A	Merritt – Kamloops	❑	❑	❑
33	Kelowna – Rock Creek	❑	❑	❑
97	Kelowna – Vernon	❑	❑	❑
97	Kelowna – Osoyoos	❑	❑	❑
97	Vernon – Kamloops	❑	❑	❑
97A	Vernon – Sicamous	❑	❑	❑
97B	Enderby – Salmon Arm	❑	❑	❑
97C	Peachland – Merritt	❑	❑	❑

Comments

2. For each of the following highway segments, please indicate how frequently you find wildlife to be a safety concern.

Hwy. #	Okanagan	Never	Rarely	Occasionally	Frequently	Very Frequently
5A	Princeton – Merritt	❑	❑	❑	❑	❑
5A	Merritt – Kamloops	❑	❑	❑	❑	❑
33	Kelowna – Rock Creek	❑	❑	❑	❑	❑
97	Kelowna – Vernon	❑	❑	❑	❑	❑
97	Kelowna – Osoyoos	❑	❑	❑	❑	❑
97	Vernon – Kamloops	❑	❑	❑	❑	❑
97A	Vernon – Sicamous	❑	❑	❑	❑	❑
97B	Enderby – Salmon Arm	❑	❑	❑	❑	❑
97C	Peachland – Merritt	❑	❑	❑	❑	❑

Comments

3. For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Hwy. #	Okanagan	Never	Rarely	Occasionally	Frequently	Very Frequently
5A	Princeton – Merritt	❑	❑	❑	❑	❑
5A	Merritt – Kamloops	❑	❑	❑	❑	❑
33	Kelowna – Rock Creek	❑	❑	❑	❑	❑
97	Kelowna – Vernon	❑	❑	❑	❑	❑
97	Kelowna – Osoyoos	❑	❑	❑	❑	❑
97	Vernon – Kamloops	❑	❑	❑	❑	❑
97A	Vernon – Sicamous	❑	❑	❑	❑	❑
97B	Enderby – Salmon Arm	❑	❑	❑	❑	❑
97C	Peachland – Merritt	❑	❑	❑	❑	❑

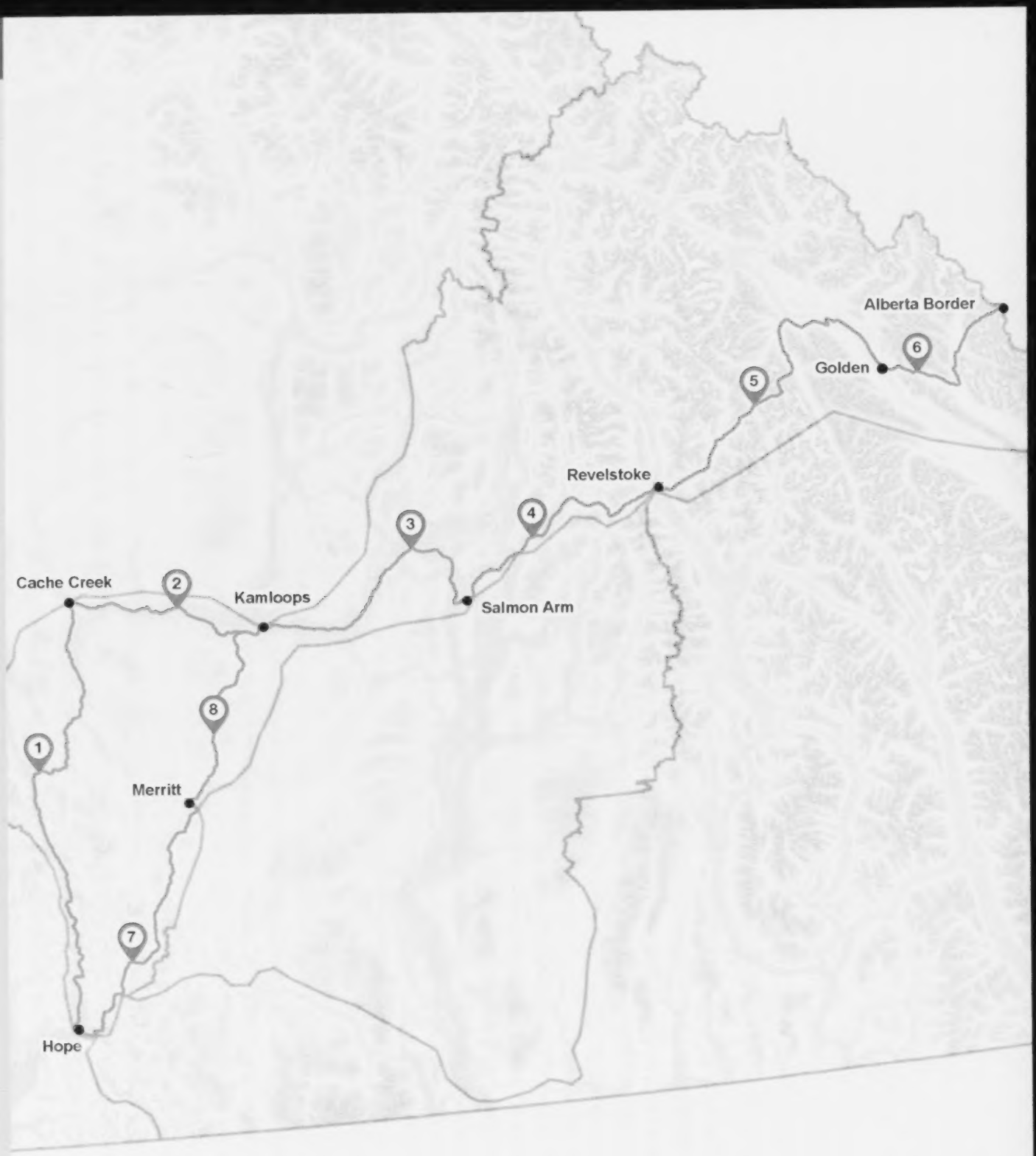
Comments

Thanks for providing feedback on Okanagan highway segments.

If you would like to provide feedback on any of the following areas, please go to the pages indicated:

- **TAB 1: Vancouver Island (page 12)**
- **TAB 2: Lower Mainland (page 16)**
- **TAB 3: Southern Interior (page 20)**
- **TAB 5: Trans-Canada/Coquihalla (page 28)**
- **TAB 6: Northern (page 32)**
- **TAB 7: Central (page 36)**

Otherwise, go to Tab 8 (page 40) to complete your Feedback Form.


Alberta Border
Golden
6
5
Revelstoke
4
3
Salmon Arm
Kamloops
2
Cache Creek
8
1
Merritt
7
Hope

1 Hope – Cache Creek Highway Attributes:

Hope – Cache Creek	Hwy. 1
Length (km)	194
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	70–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	2,800
Percentage Truck Traffic	27%
Collision Rate	0.40
Average Annual Wildlife Collisions Per Kilometre	0.17

2 Cache Creek – Kamloops Highway Attributes:

Cache Creek – Kamloops	Hwy. 1
Length (km)	79
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	90–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	6,200
Percentage Truck Traffic	6%
Collision Rate	0.44
Average Annual Wildlife Collisions Per Kilometre	0.39

3 Kamloops – Salmon Arm Highway Attributes:

Kamloops – Salmon Arm	Hwy. 1
Length (km)	111
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	90–100
# Lanes	4
Divided/Undivided	Undivided
Average Daily Traffic	8,000
Percentage Truck Traffic	20%
Collision Rate	0.29
Average Annual Wildlife Collisions Per Kilometre	0.40

4 Salmon Arm – Revelstoke Highway Attributes:

Salmon Arm – Revelstoke	Hwy. 1
Length (km)	98
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	90–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	6,000
Percentage Truck Traffic	24%
Collision Rate	0.56
Average Annual Wildlife Collisions Per Kilometre	0.25

5 Revelstoke – Golden Highway Attributes:

Revelstoke – Golden	Hwy. 1
Length (km)	148
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	90
# Lanes	4/2
Divided/Undivided	Divided and undivided
Average Daily Traffic	5,400
Percentage Truck Traffic	26%
Collision Rate	0.47
Average Annual Wildlife Collisions Per Kilometre	0.23

6 Golden – Alberta Border Highway Attributes:

Golden – Alberta Border	Hwy. 1
Length (km)	71
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	80–90
# Lanes	4/2
Divided/Undivided	Divided and undivided
Average Daily Traffic	5,600
Percentage Truck Traffic	25%
Collision Rate	0.51
Average Annual Wildlife Collisions Per Kilometre	0.05

7 Hope – Merritt Highway Attributes:

Hope – Merritt	Hwy. 5
Length (km)	115
Predominant Posted Speed Limit (km/h)	110
Range of Posted Speed Limits (km/h)	110
# Lanes	4
Divided/Undivided	Divided
Average Daily Traffic	10,600
Percentage Truck Traffic	22%
Collision Rate	0.56
Average Annual Wildlife Collisions Per Kilometre	0.15

8 Merritt – Kamloops Highway Attributes:

Merritt – Kamloops	Hwy. 5
Length (km)	88
Predominant Posted Speed Limit (km/h)	110
Range of Posted Speed Limits (km/h)	110
# Lanes	4
Divided/Undivided	Divided
Average Daily Traffic	7,800
Percentage Truck Traffic	20%
Collision Rate	0.31
Average Annual Wildlife Collisions Per Kilometre	0.17

1. For each of the following highway segments, please indicate whether you think the speed limit should decrease, stay the same or increase.

Hwy. #	Trans-Canada/Coquihalla	Decrease	No Change	Increase
1	Hope – Cache Creek	❑	❑	❑
1	Kamloops – Salmon Arm	❑	❑	❑
1	Revelstoke – Golden	❑	❑	❑
1	Cache Creek – Kamloops	❑	❑	❑
1	Salmon Arm – Revelstoke	❑	❑	❑
1	Golden – Alberta Border	❑	❑	❑
5	Merritt – Kamloops	❑	❑	❑
5	Hope – Merritt	❑	❑	❑

Comments

2. For each of the following highway segments, please indicate how frequently you find wildlife to be a safety concern.

Hwy. #	Trans-Canada/Coquihalla	Never	Rarely	Occasionally	Frequently	Very Frequently
1	Hope – Cache Creek	❑	❑	❑	❑	❑
1	Kamloops – Salmon Arm	❑	❑	❑	❑	❑
1	Revelstoke – Golden	❑	❑	❑	❑	❑
1	Cache Creek – Kamloops	❑	❑	❑	❑	❑
1	Salmon Arm – Revelstoke	❑	❑	❑	❑	❑
1	Golden – Alberta Border	❑	❑	❑	❑	❑
5	Merritt – Kamloops	❑	❑	❑	❑	❑
5	Hope – Merritt	❑	❑	❑	❑	❑

Comments

3. For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Hwy. #	Trans-Canada/Coquihalla	Never	Rarely	Occasionally	Frequently	Very Frequently
1	Hope – Cache Creek	❑	❑	❑	❑	❑
1	Kamloops – Salmon Arm	❑	❑	❑	❑	❑
1	Revelstoke – Golden	❑	❑	❑	❑	❑
1	Cache Creek – Kamloops	❑	❑	❑	❑	❑
1	Salmon Arm – Revelstoke	❑	❑	❑	❑	❑
1	Golden – Alberta Border	❑	❑	❑	❑	❑
5	Merritt – Kamloops	❑	❑	❑	❑	❑
5	Hope – Merritt	❑	❑	❑	❑	❑

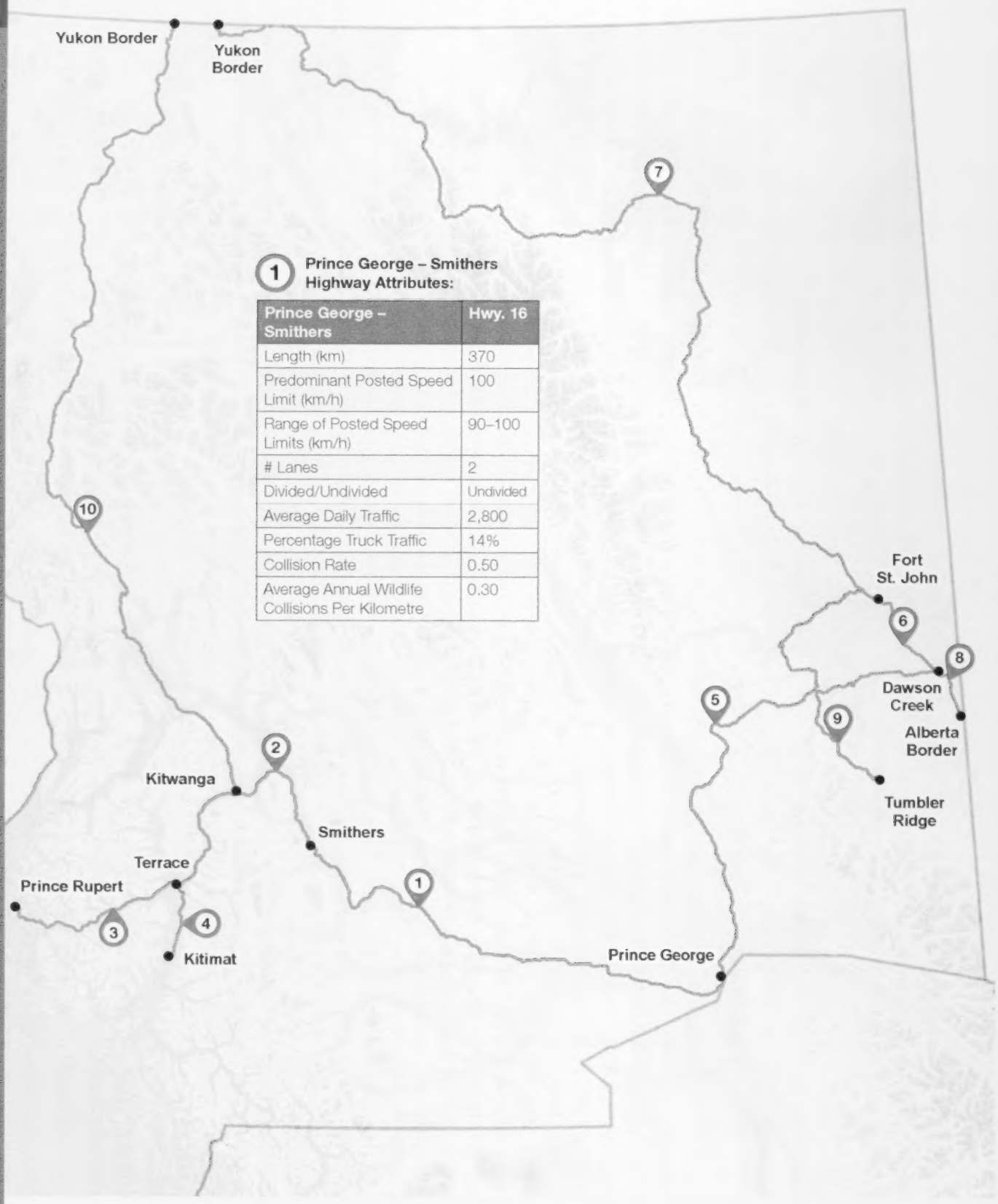
Comments

Thanks for providing feedback on Trans-Canada/Coquihalla highway segments.

If you would like to provide feedback on any of the following areas, please go to the pages indicated:

- **TAB 1: Vancouver Island (page 12)**
- **TAB 2: Lower Mainland (page 16)**
- **TAB 3: Southern Interior (page 20)**
- **TAB 4: Okanagan (page 24)**
- **TAB 6: Northern (page 32)**
- **TAB 7: Central (page 36)**

Otherwise, go to Tab 8 (page 40) to complete your Feedback Form.



Prince George – Smithers	Hwy. 16
Length (km)	370
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	90–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	2,800
Percentage Truck Traffic	14%
Collision Rate	0.50
Average Annual Wildlife Collisions Per Kilometre	0.30

2 Smithers – Terrace Highway Attributes:

Smithers – Terrace	Hwy. 16
Length (km)	205
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	90–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	10,000
Percentage Truck Traffic	20%
Collision Rate	0.44
Average Annual Wildlife Collisions Per Kilometre	0.14

3 Terrace – Prince Rupert Highway Attributes:

Terrace – Prince Rupert	Hwy. 16
Length (km)	142
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,000
Percentage Truck Traffic	11%
Collision Rate	0.43
Average Annual Wildlife Collisions Per Kilometre	0.04

4 Terrace – Kitimat Highway Attributes:

Terrace – Kitimat	Hwy. 37
Length (km)	62
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	2,200
Percentage Truck Traffic	20%
Collision Rate	0.20
Average Annual Wildlife Collisions Per Kilometre	0.04

5 Prince George – Dawson Creek Highway Attributes:

Prince George – Dawson Creek	Hwy. 97
Length (km)	405
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,600
Percentage Truck Traffic	19%
Collision Rate	0.55
Average Annual Wildlife Collisions Per Kilometre	0.42

6 Dawson Creek – Fort St. John Highway Attributes:

Dawson Creek – Fort St. John	Hwy. 97
Length (km)	73
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	3,900
Percentage Truck Traffic	30%
Collision Rate	0.48
Average Annual Wildlife Collisions Per Kilometre	1.32

7 Fort St. John – Yukon Border Highway Attributes:

Fort St John – Yukon Border	Hwy. 97
Length (km)	881
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,900
Percentage Truck Traffic	30%
Collision Rate	0.36
Average Annual Wildlife Collisions Per Kilometre	0.04

8 Alberta Border – Dawson Creek Highway Attributes:

Alberta Border – Dawson Creek	Hwy. 2
Length (km)	39
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	5,000
Percentage Truck Traffic	30%
Collision Rate	0.69
Average Annual Wildlife Collisions Per Kilometre	1.05

9 Fort St. John – Tumbler Ridge Highway Attributes:

Fort St John – Tumbler Ridge	Hwy. 29
Length (km)	191
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	90
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,400
Percentage Truck Traffic	20%
Collision Rate	0.53
Average Annual Wildlife Collisions Per Kilometre	0.55

10 Kitwanga – Yukon Border Highway Attributes:

Kitwanga – Yukon Border	Hwy. 37
Length (km)	715
Predominant Posted Speed Limit (km/h)	90
Range of Posted Speed Limits (km/h)	80–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	100
Percentage Truck Traffic	35%
Collision Rate	0.29
Average Annual Wildlife Collisions Per Kilometre	0.04

1. For each of the following highway segments, please indicate whether you think the speed limit should decrease, stay the same or increase.

Hwy. #	Northern	Decrease	No Change	Increase
2	Alberta Border – Dawson Creek	❑	❑	❑
16	Prince George – Smithers	❑	❑	❑
16	Smithers – Terrace	❑	❑	❑
16	Terrace – Prince Rupert	❑	❑	❑
29	Fort St. John – Tumbler Ridge	❑	❑	❑
37	Kitwanga – Yukon Border	❑	❑	❑
37	Terrace – Kitimat	❑	❑	❑
97	Prince George – Dawson Creek	❑	❑	❑
97	Dawson Creek – Fort St. John	❑	❑	❑
97	Fort St. John – Yukon Border	❑	❑	❑

Comments

2. For each of the following highway segments, please indicate how frequently you find wildlife to be a safety concern.

Hwy. #	Northern	Never	Rarely	Occasionally	Frequently	Very Frequently
2	Alberta Border – Dawson Creek	❑	❑	❑	❑	❑
16	Prince George – Smithers	❑	❑	❑	❑	❑
16	Smithers – Terrace	❑	❑	❑	❑	❑
16	Terrace – Prince Rupert	❑	❑	❑	❑	❑
29	Fort St. John – Tumbler Ridge	❑	❑	❑	❑	❑
37	Kitwanga – Yukon Border	❑	❑	❑	❑	❑
37	Terrace – Kitimat	❑	❑	❑	❑	❑
97	Prince George – Dawson Creek	❑	❑	❑	❑	❑
97	Dawson Creek – Fort St. John	❑	❑	❑	❑	❑
97	Fort St. John – Yukon Border	❑	❑	❑	❑	❑

Comments

3. For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Hwy. #	Northern	Never	Rarely	Occasionally	Frequently	Very Frequently
2	Alberta Border – Dawson Creek	❑	❑	❑	❑	❑
16	Prince George – Smithers	❑	❑	❑	❑	❑
16	Smithers – Terrace	❑	❑	❑	❑	❑
16	Terrace – Prince Rupert	❑	❑	❑	❑	❑
29	Fort St. John – Tumbler Ridge	❑	❑	❑	❑	❑
37	Kitwanga – Yukon Border	❑	❑	❑	❑	❑
37	Terrace – Kitimat	❑	❑	❑	❑	❑
97	Prince George – Dawson Creek	❑	❑	❑	❑	❑
97	Dawson Creek – Fort St. John	❑	❑	❑	❑	❑
97	Fort St. John – Yukon Border	❑	❑	❑	❑	❑

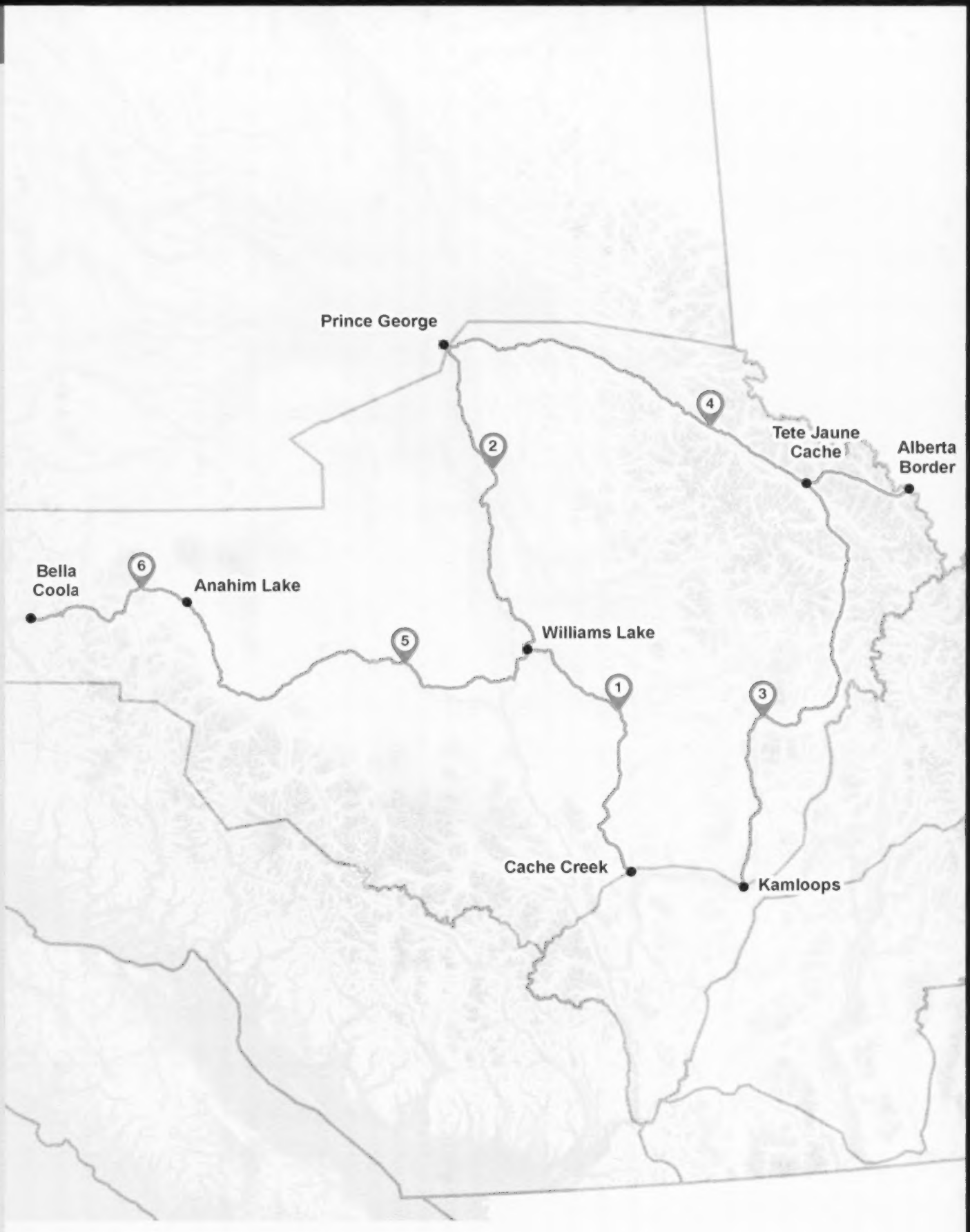
Comments

Thanks for providing feedback on Northern highway segments.

If you would like to provide feedback on any of the following areas, please go to the pages indicated:

- **TAB 1: Vancouver Island (page 12)**
- **TAB 2: Lower Mainland (page 16)**
- **TAB 3: Southern Interior (page 20)**
- **TAB 4: Okanagan (page 24)**
- **TAB 5: Trans-Canada/Coquihalla (page 28)**
- **TAB 7: Central (page 36)**

Otherwise, go to Tab 8 (page 40) to complete your Feedback Form.


Prince George
2
4
Tete Jaune Cache
Alberta Border
Bella Coola
6
Anahim Lake
5
Williams Lake
1
3
Cache Creek
Kamloops

1 Cache Creek – Williams Lake Highway Attributes:

Cache Creek – Williams Lake	Hwy. 97
Length (km)	203
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	70–100
# Lanes	2 and 4
Divided/Undivided	Undivided
Average Daily Traffic	3,600
Percentage Truck Traffic	20%
Collision Rate	0.31
Average Annual Wildlife Collisions Per Kilometre	1.08

2 Williams Lake – Prince George Highway Attributes:

Williams Lake – Prince George	Hwy. 97
Length (km)	238
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2 and 4
Divided/Undivided	Undivided
Average Daily Traffic	2,900
Percentage Truck Traffic	23%
Collision Rate	0.54
Average Annual Wildlife Collisions Per Kilometre	0.90

3 Kamloops – Tête Jaune Cache Highway Attributes:

Kamloops – Tete Jaune Cache	Hwy. 5
Length (km)	339
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	90–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	2,600
Percentage Truck Traffic	35%
Collision Rate	0.35
Average Annual Wildlife Collisions Per Kilometre	0.48

4 Prince George – Alberta Border Highway Attributes:

Prince George – Alberta border	Hwy. 16
Length (km)	348
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	90–100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	1,200
Percentage Truck Traffic	30%
Collision Rate	0.48
Average Annual Wildlife Collisions Per Kilometre	0.28

5 Williams Lake – Anahim Lake Highway Attributes:

Williams Lake – Anahim Lake	Hwy. 20
Length (km)	320
Predominant Posted Speed Limit (km/h)	100
Range of Posted Speed Limits (km/h)	100
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	200
Percentage Truck Traffic	n/a
Collision Rate	0.32
Average Annual Wildlife Collisions Per Kilometre	0.10

6 Anahim Lake – Bella Coola Highway Attributes:

Anahim Lake – Bella Coola	Hwy. 20
Length (km)	134
Predominant Posted Speed Limit (km/h)	80
Range of Posted Speed Limits (km/h)	80
# Lanes	2
Divided/Undivided	Undivided
Average Daily Traffic	100
Percentage Truck Traffic	5%
Collision Rate	2.06
Average Annual Wildlife Collisions Per Kilometre	0.02

1. For each of the following highway segments, please indicate whether you think the speed limit should decrease, stay the same or increase.

Hwy. #	Central	Decrease	No Change	Increase
5	Kamloops – Tête Jaune Cache (Hwy. 16 junction)	❑	❑	❑
16	Prince George – Alberta Border	❑	❑	❑
20	Williams Lake – Anahim Lake	❑	❑	❑
20	Anahim Lake – Bella Coola	❑	❑	❑
97	Cache Creek – Williams Lake	❑	❑	❑
97	Williams Lake – Prince George	❑	❑	❑

Comments

2. For each of the following highway segments, please indicate how frequently you find wildlife to be a safety concern.

Hwy. #	Central	Never	Rarely	Occasionally	Frequently	Very Frequently
5	Kamloops – Tête Jaune Cache (Hwy. 16 junction)	❑	❑	❑	❑	❑
16	Prince George – Alberta Border	❑	❑	❑	❑	❑
20	Williams Lake – Anahim Lake	❑	❑	❑	❑	❑
20	Anahim Lake – Bella Coola	❑	❑	❑	❑	❑
97	Cache Creek – Williams Lake	❑	❑	❑	❑	❑
97	Williams Lake – Prince George	❑	❑	❑	❑	❑

Comments

3. For each of the following highway segments, please indicate how frequently you find slower-moving vehicles (in the left lane or in the passing lane or, in general, on two-lane highways) to be a safety concern.

Hwy. #	Central	Never	Rarely	Occasionally	Frequently	Very Frequently
5	Kamloops – Tête Jaune Cache (Hwy. 16 junction)	❑	❑	❑	❑	❑
16	Prince George – Alberta Border	❑	❑	❑	❑	❑
20	Williams Lake – Anahim Lake	❑	❑	❑	❑	❑
20	Anahim Lake – Bella Coola	❑	❑	❑	❑	❑
97	Cache Creek – Williams Lake	❑	❑	❑	❑	❑
97	Williams Lake – Prince George	❑	❑	❑	❑	❑

Comments

Thanks for providing feedback on Central highway segments.

If you would like to provide feedback on any of the following areas, please go to the pages indicated:

- **TAB 1: Vancouver Island (page 12)**
- **TAB 2: Lower Mainland (page 16)**
- **TAB 3: Southern Interior (page 20)**
- **TAB 4: Okanagan (page 24)**
- **TAB 5: Trans-Canada/Coquihalla (page 28)**
- **TAB 6: Northern (page 32)**

Otherwise, go to Tab 8 (page 40) to complete your Feedback Form.

Complete your Feedback Form

Please complete the following questions and your personal information to complete your Feedback Form.

4. For sections of the highway where winter tires are mandatory (i.e., sections designated with winter travel signs), please indicate your level of agreement with the current period, October 1 – April 30, that winter tires are required.

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
❑	❑	❑	❑	❑

Comments

5. Do you change your tires for winter driving?

Yes	No
❑	❑

Comments

6. Please indicate the type of tires you use for winter driving.

- ❑ Severe winter tires rated with the mountain/snowflake symbol
- ❑ All-season tires with mud and snow rating **M+S**
- ❑ Don't know

Comments

7. Additional comments on any aspect of the Safety and Speed Review:

How Input Will be Used

Public input, along with information gathered through a technical review of provincial highways, will be considered along with technical and financial considerations to identify the optimal speed for each highway and other safety improvements.

Deadline for feedback is January 24, 2014.

Please provide your contact information (optional):

Please indicate where you live: _____

Do you mainly drive on highways in B.C.:

- ❑ For work
- ❑ For travel/pleasure
- ❑ Both

To receive updates about the Safety and Speed Review, including notification when the Consultation Summary Report is available, please fill in the following information.

First Name: _____

Last Name: _____

Organization (if applicable): _____

Email: _____

Phone: _____

Personal information is collected for the purposes of informing the Rural Highways Safety and Speed Review by the Ministry of *Transportation and Infrastructure* under s. 26(c) of the *Freedom of Information and Protection of Privacy Act*. Please be aware that any personal information in connection with your response to the survey is collected and stored in Canada by Mustel Group Market Research and not the Government of British Columbia. All responses remain anonymous and analyzed in aggregate for research purposes only. For questions regarding the collection of personal information, please contact Chief Traffic, Electrical, Hwy Safety and Geo Standards Engineer, Suite 4B - 940 Blanshard Street, Victoria BC V8W 9T5, 250 387-7676